

total population. In New York the native white of foreign parents represents 30.63 per cent. of the total population, in New Jersey 25.73 per cent., and in Pennsylvania 20.29 per cent.

Taking the three States as a whole, the native white of native parents represent barely one-half of the total population, or almost 50.83 per cent.

INSTRUCTIVE TEST IN FEEDING HORSES.

BULLETIN No. 13 of the Agricultural Experiment Station of Utah has been received. It reports the result of a feeding trial of horses by Director J. W. Sanborn.

Two lots of horses were fed for nearly three months, one lot with hay and grain mixed, and the other lot with hay and grain fed separately. The food was then reversed and the experiment continued for two months more. The disadvantage was found to rest with the fodder composed of hay and grain mixed, because, while on this feed, the horses did not maintain their weight as firmly as on the other. This trial gave results similar to tests made on other animals, hence it is clear that the old argument in favor of mixing hay and grain is not sound.

This bulletin contains a report of second trial made as to the relative merits of cut against whole hay for feeding horses. The test was decisively in favor of cut hay. The difference in weight of the horses was 115 pounds in favor of cut clover for the four and a half months covered by the trial. As in the case of the first test, the food was reversed after a certain period, so that the trial could be fairly made on the same animals. The results are decisive, and in accord with a trial made by the Indiana Experiment station with cattle.

Director Sanborn points out the fact that these trials, covering nearly a year's time with four horses, showed that horses consume practically the same amount of food that cattle do when high fed. He also shows that less food was eaten during the hot months than during the cooler months, and particularly so in regard to grain.

The postoffice address of the experiment station is Logan, Utah. Director Sanborn will be pleased to forward copies of the Bulletin to persons interested in the feeding and care of horses.

ON THE "FLYER" TRIP.

Soon after leaving Leadville yesterday the following dispatch was sent by the press representatives on board the fast train:

LEADVILLE, Colo., May 25th, 1892.

To D. C. Dodge, General Manager Rio Grande Western, Denver, Colo., and H. Colbran, General Manager Colorado Midland, Colorado Springs:

We, the newspaper men enjoying your distinguished and generous hospitality on board Chicago Limited No. 4, congratulate you on the success of your inaugural trip. The time has been made without an effort—it could even be eclipsed by two hours easily. The equipment of the two roads is superb and the service could not possibly be excelled. You have made our gratitude bankrupt.

(Signed)

W. C. Edwards, special correspondent Eastern papers, Salt Lake.

R. J. Jessup, Salt Lake Tribune and correspondent Rocky Mountain News.

D. C. Dunbar, Salt Lake Herald.

George C. Lambert, Salt Lake DESERET NEWS.

Nat M. Brigham, Salt Lake Times.

E. G. Woolley, Jr., Ogden Standard.

E. E. Merritt, Rocky Mountain Sun, Aspen.

S. M. Howrey, Aspen Times.

John M. Whitton, Leadville Times-Democrat.

Edwin Price, Grand Junction News.

Clarence O. Finch, Denver Republican.

A. J. Wilson, Colorado Springs Sun.

Walter L. Wilder, Colorado Springs Gazette.

William J. Matthews, Colorado Springs reporter of Rocky Mountain News.

Fowns Brothers, Aspen Junction Pusher.

David Elliott, Colorado Springs Republican and Telegraph.

The run from Leadville to Colorado Springs was made on time, and the fine points in the scenery enjoyed to the utmost. At the last mentioned place the car occupied by the guests of the railway companies was transferred to the Santa Fe road for transportation thence to Chicago. Here also, to the request of the party who had hoped for that congenial company throughout the trip, Messrs. J. H. Bennett and S. H. Babcock were required by business considerations to proceed on to Denver, while the party pursued their journey in the opposite direction towards Pueblo, being joined by H. D. Nunns, managing editor of the *Western Railway*.

It soon became known that Colonel R. G. Ingersoll, who had been delivering a couple of lectures in Denver, was on the train, on his way to Topeka, there to fill another similar appointment, and, having been invited so to do, he joined the press representatives in the car which they occupied and spent considerable time that evening and the following day in social chat with them. He expressed the hope of visiting Utah during the coming autumn, and, being drawn out in regard to his opinion on national political issues, he raised a strong objection to President Harrison's serving a second term, said Blaine would probably receive the nomination at Minneapolis and if so would doubtless accept it; that no sentiment in favor of Harrison would ever cause him to decline the nomination, to say the least, as he hated the President as he would a tarantula. His reason for withdrawing from the contest at the time of the last national Republican convention was that he found that he could not get the necessary number of electoral votes to secure the coveted position—that his chances at that time were materially damaged by his coquetting with religionists. After allowing Monsigneur Capel to exert himself, and with considerable effect, to convince the Catholics that his sympathies were entirely with them, he had attempted to make himself solid with the Presbyterians, and when the Catholics, who had become somewhat enamored of him, found that he had been fondling the Presbyterian breasts, they went back upon him. Next to Blaine, he thought Gresham (who it will be remembered was Ingersoll's man in the last campaign) would

doubtless be the strongest candidate. He had no doubt but Robert Lincoln would be willing to accept the second place on the ticket; in fact, he was anxious enough for office to accept the third place if there was any such and he could get no higher. He was in favor of remonetization of silver at its former but not at its present valuation, and thought the proper thing to do would be to provide for an international congress to consider the silver coinage question, and if a uniform rate could be decided upon and interchange of coin, with an arrangement for a periodical redemption by each nation, say every five years if desirable, so much the better. Speaking of prohibition, he said he considered it sheer folly. If he had forty boys and desired them ever so strongly to abstain from drink, he would always keep liquor in the house and allow them free access to it. He would not forbid them drinking, but teach them that it was idiotic to thus indulge. If the Missouri River was a stream of pure whisky, all the bluffs were loaf sugar, mint grew in profusion upon the bottom lands and tumbler and spoons upon the bushes, there would be less drinking than there is now in prohibition States. Liquor ought to be just as free as water, and then there wouldn't be so much inclination to indulge in it. (By the way, Ingersoll himself seems to be a very temperate man and declined to drink when several times invited.)

Daylight on the 24th—the second morning out from Salt Lake—found the train speeding through Western Kansas a sparsely settled region where large farms rather than thorough cultivation seemed to be the rule. The most noticeable feature of the country to eyes accustomed to mountain scenery was the level or gently undulating nature of the plain as far as the vision could extend. The straightness of the railroad track for stretches of scores of miles and the apparent ease with which the roadbed had been made—simply making a slight turnpike to lift the track a little above the ground level—as compared with the tortuous windings and difficulties in the way of grading common to Western railroad building, also attracted attention. The familiar alfalfa, which until a very few years since was not cultivated at all in Kansas, was found growing in large quantities. Proceeding further eastward the improvement in the character of the country and in the cultivation of the soil was very apparent, nature and art having combined to render Eastern Kansas a lovely country.

At Hutchinson, a town of 11,000 inhabitants, chiefly celebrated for its production of immense quantities of the finest table and dairy salt from the rocky saline stratum found 300 feet below the surface, and for its rapid growth during the boom of a few years since, a deputation from the Commercial club, in the person of its chairman, Mr. W. H. Gleason, also W. A. Loe of the *Clinger*, Warren Foster of the *Alliance Gazette* and M. E. Kane and John Sponsler of the *News* boarded the train to greet us, and the first mentioned gentleman accompanied us to Newton, a town of 10,000 inhabitants of mushroom growth record, but substantially built withal, where we were met by